

DaimlerChrysler AG

5

Patent Claims

1. A method for personalizing adjustable functions in a vehicle, in particular a motor vehicle, comprising  
10 the steps:

- activation of a user profile in the form of stored, person-related settings and/or data of the functions for a current user of the vehicle (method step S1);  
15 characterized by  
- configuration of a future access to groups of at least some of the functions of the currently activated user profile, the functions within a group being at least similar in terms of their requirement for personalization and/or confidentiality, in that the current user defines individually, for each of these groups, which other user he permits access to his person-related settings and/or data of the functions in a  
20 respective group (method step S2).  
25

2. The method as claimed in claim 1, characterized in that the user profile of the current user is activated automatically when a control device for the  
30 personalization starts, if the current user is identical to a default user whose user profile is activated automatically when the control device starts.

3. The method as claimed in claim 1, characterized in that the activation of the user profile of the current user is triggered by the following, preceding steps:

- starting of a control device for the personalization process, wherein first the user profile for a default user is activated; and
- registration of the current user in the form of an identification of his person by inputting a user number which represents him or his name if the current user is not identical to the default user.

5

4. The method as claimed in claim 2 or 3,  
10 characterized in that the user profile of the current user is activated in a standardized way for a multiplicity of operator control units, preferably for all the personalized operator control units in the vehicle.

15

5. The method as claimed in claim 4, characterized in that in the operator control units in the vehicle with a user profile which is activated in the standardized way, simultaneous changes to the user profile are  
20 prohibited, in particular if they are performed simultaneously from various operator control units.

6. The method as claimed in claim 4 or 5,  
25 characterized in that the user profile of the default user continues to be set at those operator control units in the vehicle at which the current user profile is not activated.

7. Method according to one of the preceding claims,  
30 characterized in that the configuration of the access to the currently activated user profile also comprises the following definitions:

- definition of whether the access in future is still to be possible after merely inputting a  
35 password which is preferably to be specified when registering and if this is the case, definition or changing of this password;

- definition of those users to which in future access to the currently activated user profile is to be permitted in principle for the purpose of deleting said profile;
- 5 - definition of those users who, within the scope of access to the current user profile, are to be permitted to change the assignment or the distribution of available storage capacity for at least individual users;
- 10 - definition of a time period after the control device has been shut down for the personalization process, during which time period the user profile of the user who was active last is set automatically, and not the user profile of the default user, when the control device restarts;
- 15 - definition of whether the registration of the current user needs to be made by means of his name and/or by means of his user number, and if this is the case, specification of this name;
- 20 - definition of restrictions on access rights and operator control possibilities for the currently activated user profile for selected operator control units, in particular the rear ones, in the vehicle; if necessary differently for individual users;
- 25 - reservation of a storage capacity by the current user for the person-related data and/or settings of his user profile;  
and/or
- 30 - definition of whether in future the user is to be identified by means of the vehicle key or the user's mobile telephone when the control device starts.

35 8. The method as claimed in claim 7, characterized in that the current setting of the user profile of the current user represents either an original presetting which is carried out at the works or a change in the

setting which was last carried out by the current user and is permissible within the scope of the configuration.

5 9. The method as claimed in claim 8, characterized in that the presetting of the user profile which was carried out at the works comprises the following definitions:

- definition of the settings for the functions of the individual groups, and that these presettings are assigned to the user profile of the default user;
- definition that no password is necessary for access to the settings;
- 15 - definition that for registration the current user does not need to be identified either by his name or by his key;
- definition that the access rights and operator control possibilities for individual operator control units in the vehicle are not restricted; and/or
- 20 - definition that 100% of the storage capacity is assigned to the default user for personalization purposes.

25

10. The method as claimed in one of the preceding claims, characterized by the following further optional step:

reduction or deletion of the data and/or settings of a 30 currently non-activated user profile (method step S3).

11. The method as claimed in claim 10, characterized in that a warning message is output to the currently activated and/or the currently non-activated user.

35

12. A computer program with program code for a control device for personalizing adjustable functions in a vehicle, characterized in that the program code is

designed to carry out the method as claimed in one of claims 1-11.

13. A data carrier having the program code as claimed  
5 in claim 12.